

INTERNATIONAL STANDARDS AND
RECOMMENDED PRACTICES

SECURITY

SAFEGUARDING INTERNATIONAL CIVIL AVIATION
AGAINST ACTS OF UNLAWFUL INTERFERENCE

ANNEX 17

TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION

FOURTH EDITION — OCTOBER 1989



This edition incorporates all amendments adopted by the Council prior to 23 June 1989 and supersedes on 16 November 1989 all previous editions of Annex 17.

For information regarding the applicability of the Standards and Recommended Practices, see Foreword.

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THE ASSEMBLY:

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- (3) REQUESTS the Council, with the assistance of the other constituent bodies of the Organization, to develop and incorporate, as appropriate, the material in the Appendices to this Resolution as Standards, Recommended Practices and Procedures in existing or new Annexes or other regulatory documents or guidance material of the Organization.

Resolution A 18-10: Additional Technical Measures for the Protection of the Security of International Civil Air Transport

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THE ASSEMBLY:

- (1) REQUESTS the Council to ensure, with respect to the technical aspects of air transportation security, that:
 - (a) the subject of air transportation security continues to be given adequate attention by the Secretary General, with a priority commensurate with the current threat to the security of air transportation;

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Following the work of the Air Navigation Commission, the Air Transport Committee and the Committee on Unlawful Interference, and as a result of the comments received from Contracting States and interested International Organizations, to whom draft material had been circulated, Standards and Recommended Practices on Security were adopted by the Council on 22 March 1974, pursuant to the provisions of Article 37 of the Convention on International Civil Aviation, and designated as Annex 17 to the Convention with the title “Standards and Recommended Practices — Security — Safeguarding International Civil Aviation against Acts of Unlawful Interference”.

Table A shows the origin of subsequent amendments together with a list of the principal subjects involved and the dates on which the Annex and the amendments were adopted by the Council, when they became effective and when they became applicable.

Introduction

In order that a comprehensive document may be available to States for implementation of the security measures prescribed by this Annex, an Attachment hereto reproduces extracts from other Annexes, PANS-RAC and PANS-OPS bearing on the subject of action to be taken by States to prevent unlawful interference with civil aviation, or when such interference has been committed.

Guidance material

The *Security Manual for Safeguarding Civil Aviation Against Acts of Unlawful Interference* (Doc 8973) provides detailed procedures and guidance on aspects of aviation security and is intended to assist States in the implementation of their respective national civil aviation security programmes required by the specifications in the Annexes to the Convention on International Civil Aviation.

Action by Contracting States

Applicability. The provisions of the Standards and Recommended Practices in this document are to be applied by Contracting States.

Notification of differences. The attention of Contracting States is drawn to the obligation imposed by Article 38 of the Convention, by which Contracting States are required to notify the Organization of any differences between their national regulations and practices and the International Standards contained in this Annex and any amendments thereto. Contracting States are invited to keep the Organization currently informed of any differences which may subsequently occur, or of the withdrawal of any difference previously notified. A specific request for notification of differences will be sent to Contracting States immediately after the adoption of each Amendment to this Annex.

Contracting States are also invited to extend such notification to any differences from the Recommended Practices contained in this Annex, and any amendment thereto, when the notification of such differences is important for the safety of air navigation.

Attention of States is also drawn to the provisions of Annex 15 related to the publication of differences between their national regulations and practices and the related ICAO Standards and Recommended Practices through the Aeronautical Information Service, in addition to the obligation of States under Article 38 of the Convention.

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Notification of differences. The attention of Contracting States is drawn to the obligation imposed by Article 38 of the Convention, by which Contracting States are required to notify the Organization of any differences between their national regulations and practices and the International Standards contained in this Annex and any amendments thereto. Contracting States are invited to keep the Organization currently informed of any differences which may subsequently occur, or of the withdrawal of any difference previously notified. A specific request for notification of differences will be sent to Contracting States immediately after the adoption of each Amendment to this Annex.

Contracting States are also invited to extend such notification to any differences from the Recommended Practices contained in this Annex, and any amendment thereto, when the notification of such differences is important for the safety of air navigation.

Attention of States is also drawn to the provisions of Annex 15 related to the publication of differences between their national regulations and practices and the related ICAO Standards and Recommended Practices through the Aeronautical Information Service, in addition to the obligation of States under Article 38 of the Convention.

FOREWORD

Historical background

The material included in this Annex was developed by the Council pursuant to the following two resolutions of the Assembly:

Resolution A17-10: Implementation by States of Security Specifications and Practices adopted by this Assembly and further work by ICAO related to such Specifications and Practices

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THE ASSEMBLY:

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- (3) REQUESTS the Council, with the assistance of the other constituent bodies of the Organization, to develop and incorporate, as appropriate, the material in the Appendices to this Resolution as Standards, Recommended Practices and Procedures in existing or new Annexes or other regulatory documents or guidance material of the Organization.

Resolution A 18-10: Additional Technical Measures for the Protection of the Security of International Civil Air Transport

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THE ASSEMBLY:

- (1) REQUESTS the Council to ensure, with respect to the technical aspects of air transportation security, that:
 - (a) the subject of air transportation security continues to be given adequate attention by the Secretary General, with a priority commensurate with the current threat to the security of air transportation;

.....

Following the work of the Air Navigation Commission, the Air Transport Committee and the Committee on Unlawful Interference, and as a result of the comments received from Contracting States and interested International Organizations, to whom draft material had been circulated, Standards and Recommended Practices on Security were adopted by the Council on 22 March 1974, pursuant to the provisions of Article 37 of the Convention on International Civil Aviation, and designated as Annex 17 to the Convention with the title “Standards and Recommended Practices — Security — Safeguarding International Civil Aviation against Acts of Unlawful Interference”.

Table A shows the origin of subsequent amendments together with a list of the principal subjects involved and the dates on which the Annex and the amendments were adopted by the Council, when they became effective and when they became applicable.

Introduction

In order that a comprehensive document may be available to States for implementation of the security measures prescribed by this Annex, an Attachment hereto reproduces extracts from other Annexes, PANS-RAC and PANS-OPS bearing on the subject of action to be taken by States to prevent unlawful interference with civil aviation, or when such interference has been committed.

Guidance material

The *Security Manual for Safeguarding Civil Aviation Against Acts of Unlawful Interference* (Doc 8973) provides detailed procedures and guidance on aspects of aviation security and is intended to assist States in the implementation of their respective national civil aviation security programmes required by the specifications in the Annexes to the Convention on International Civil Aviation.

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CHAPTER 4. PREVENTIVE SECURITY MEASURES

4.1 General objectives of the measures

4.1.1 Each Contracting State shall establish measures to prevent weapons, explosives or any other dangerous devices which may be used to commit an act of unlawful interference, the carriage or bearing of which is not authorized, from being introduced, by any means whatsoever, on board an aircraft engaged in international civil aviation.

Note. — In applying this Standard, special attention must be paid to the threat posed by explosive devices concealed in, or using electric, electronic or battery-operated items carried as hand baggage and/or in checked baggage. Guidance on this matter is to be found in the Security Manual for Safeguarding Civil Aviation Against Acts of Unlawful Interference (Doc 8973).

4.1.2 Recommendation. *Contracting States should ensure that the carriage of weapons on board aircraft, by law enforcement officers and other authorized persons, acting in the performance of their duties, requires special authorization in accordance with the laws of the States involved.*

4.1.2.1 Recommendation. *Contracting States should ensure that the carriage of weapons in other cases is allowed on/y when an authorized and duly qualified person has determined that they are not loaded, if applicable, and then only if stowed in a place inaccessible to any person during flight time.*

4.1.2.2 Recommendation. *Contracting States should ensure that the pilot-in-command is notified as to the number of armed persons and their seat location.*

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4.2 Measures relating to passengers and their cabin baggage

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4.2.3 Each Contracting State shall establish measures to ensure that the aircraft operator and the pilot-in-command are informed when passengers are obliged to travel because they have been the subject of judicial or administrative proceedings, in order that appropriate security measures can be taken.

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Note. — This Standard has been applicable since 19 December 1987 with respect to the baggage of passengers at the point of origin and on-line transfer passengers. With respect to the baggage of other categories of passengers, the Standard became applicable on 1 April 1989.

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4.43 Contracting States shall establish procedures for the prompt entry into, or departure from, their territories of aircraft equipment, spare parts, stores, ground equipment and security equipment. When such items are urgently required by an operator of another Contracting State in order to maintain service, Contracting States shall grant prompt clearance for their import or export and shall dispense with requirements for advance production of documents such as entry or exit permits, and the like, provided that the operator accepts full responsibility in writing to produce these documents within a reasonable time after the items have been admitted or exported, and provided that the Contracting State concerned is satisfied that the documents will in fact be produced.

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CHAPTER 6. INTERNATIONAL AIRPORTS — FACILITIES AND SERVICES FOR TRAFFIC

A. General

6.1 Contracting States shall take all necessary steps to secure the co-operation of operators and airport administrations in ensuring that satisfactory facilities and services are provided for rapid handling and clearance of passengers, crew, baggage, cargo and mail at their international airports. Such facilities and services shall be flexible and capable of expansion to meet anticipated growth in traffic volume.

Note. — *With respect to the application of security measures, attention is drawn to the relevant specification in Annex 17, Chapter [2].*

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B. Airport Traffic Flow Arrangements

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III. OUTBOUND PASSENGERS, CREW AND BAGGAGE

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6.15 Recommended Practice. — *In order to facilitate aircraft departure, Contracting States, in examining passengers as a security measure should, to the extent feasible, utilize security equipment in conducting such examinations so as to reduce materially the number of persons to be searched by other means.*

Note. — *The use of radiological techniques for screening passengers should be avoided.*

— *Privacy should be assured when a thorough physical search is to be carried out. If special rooms are not available, portable screens may be used for this purpose.*

6.16 Recommended Practice. — *In order to facilitate aircraft departure, Contracting States, in examining baggage of*

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V. TRANSIT AND TRANSFER OF PASSENGERS AND CREW

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6.27 Recommended Practice. — *Contracting States should ensure that physical facilities at airports are provided, where the volume and nature of the traffic so require, whereby crew and passengers in direct transit on the same aircraft, or transferring to other flights, may remain temporarily without being subject to inspection formalities, except in special circumstances determined by the public authorities concerned.*

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VII. CARGO AND MAIL HANDLING AND CREW

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6.38 Recommended Practice. — *Adequate space should be available in cargo terminals for storage and handling of air cargo, including building up and breaking down of pallet and container loads, located next to the customs area and easily accessible to authorized persons and vehicles from both the apron and the landside road.*

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6.40 Recommended Practice. — *Cargo terminals should be equipped with storage facilities for special cargo (e.g. valuable goods, perishable shipments, and live animals). Those areas of cargo terminals in which cargo and mail is stored overnight or for extended periods prior to shipment by air should be protected against access by unauthorized persons.*

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CHAPTER 8. OTHER FACILITATION PROVISIONS

A. Bonds and Exemption from Requisition or Service

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8.2 Recommended Practice. — *The aircraft, ground equipment, security equipment, spare parts and technical supplies of an airline located in a Contracting State (other than the Contracting State in which such airline is established) for use in the operation of an international air service serving such Contracting State, should be exempt from the laws of such Contracting State authorizing the requisition or seizure of aircraft, equipment, parts or supplies for public use, without prejudice to the right of seizure for breaches of the laws of the Contracting State concerned.*

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VII. CARGO AND MAIL HANDLING AND CREW

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CHAPTER 8. OTHER FACILITATION PROVISIONS

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8.2 Recommended Practice. — *The aircraft, ground equipment, security equipment, spare parts and technical supplies of an airline located in a Contracting State (other than the Contracting State in which such airline is established) for use in the operation of an international air service serving such Contracting State, should be exempt from the laws of such Contracting State authorizing the requisition or seizure of aircraft, equipment, parts or supplies for public use, without prejudice to the right of seizure for breaches of the laws of the Contracting State concerned.*

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CHAPTER 6. INTERNATIONAL AIRPORTS — FACILITIES AND SERVICES FOR TRAFFIC

A. General

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III. OUTBOUND PASSENGERS, CREW AND BAGGAGE

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EXTRACTS FROM THE PROCEDURES FOR AIR NAVIGATION SERVICES —
AIRCRAFT OPERATIONS (Doc 8168), VOLUME I

PART VIII, - SECONDARY SURVEILLANCE RADAR (SSR)
TRANSPONDER OPERATING PROCEDURES

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CHAPTER 1.- OPERATION OF TRANSPONDERS

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1.3 EMERGENCY PROCEDURES

1.3.1 The pilot of an aircraft encountering a state of emergency shall set the transponder to Mode A Code 7700 except when previously directed by ATC to operate the transponder on a specified code. In the latter case he shall maintain the specified code unless otherwise advised by ATC.

1.3.2 Notwithstanding the procedures at 1.3.1, a pilot may select Mode A Code 7700 whenever he has specific reason to believe that this would be the best course of action.

Note.- Attention is drawn to the fact that the use of Mode A Code 7700 in certain areas may result in the elimination of the SSR response of the aircraft from the ATC radar display in cases where the ground equipment is not provided with automatic means for its immediate recognition.

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1.5 UNLAWFUL INTERFERENCE WITH AIRCRAFT IN FLIGHT

1.5.1 Should an aircraft in flight be subjected to unlawful interference, the pilot-in-command shall endeavour to set the transponder to Mode A Code 7500 to give indication of the situation unless circumstances warrant the use of Code 7700.

1.5.2 When a pilot has selected Mode A Code 7500 and is subsequently requested to confirm his code by ATC in accordance with 1.1.4 he shall, according to circumstances either confirm this or not reply at all.

Note.- The absence of a reply from the pilot will be taken by ATC as an indication that the use of Code 7500 is not due to an inadvertent false code selection.

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EXTRACTS FROM THE PROCEDURES FOR AIR NAVIGATION SERVICES —
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